



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
APRIL 4, 2002 - 9:00 A.M.
EXECUTIVE CONFERENCE ROOM**

Present:	L. E. Tibbits J. W. Reincke	G. D. Taylor T. Fudaly	E. Savas (T. Davies) S. Bower
Guests:	J. Grossklaus T. Myers	D. Smiley C. Strzalka	C. Libiran L. Felsing

OLD BUSINESS

1. Approval of the Minutes of the March 12, 2002, Meeting - L. E. Tibbits

Minutes of the March 12, 2002, meeting were approved, as amended:

NEW BUSINESS, Item 2A - Pavement Selections/US-23 Reconstruction: CS 58033/58034, JN 48611

Present Value Initial Construction Costs	\$597,239/directional	mile
Present Value Maintenance Costs	\$110,627/directional	mile
Equivalent Uniform Annual Cost	\$39,547/directional	mile

NEW BUSINESS, Item 4 - Temporary Traffic Control Device Change/Compliance With NCHRP 350 for Type III Barricades

A. Phase out the use of existing 8' and 12' versions of Type III barrier with lights by October 1, 2004.

2. Temporary Traffic Control Device/Change/Compliance With NCHRP 350 for Type III Barricades (See March 12, 2002, Minutes, New Business, Item 4) - J. Grossklaus and T. Myers

The Traffic Recommendations Committee proposes to phase out the existing 12' Type III Barricade (with lights) by the letting in October 2004, and adopt the NCHRP 350 approved 8' Type III Barricade with lights as the new standard beginning in late 2002.

ACTION: The recommendation is approved. Standard Plan R-125 will be changed accordingly. An instructional memorandum will be issued.

NEW BUSINESS**1. Resolution With Industry Regarding Pavement Selections - L. E. Tibbits**

The issue was successfully resolved prior to the EOC meeting. No discussion.

2. Bridge Clear Zones and Curb Heights - T. Myers and C. Libiran

The Traffic Recommendation Committee (TRC) requested action on two issues, bridge clear zones (ramps) and bridge curb heights.

For low speed ramps, clear zone distances designated on Bridge Design Guide 6.06.02 are fixed. AASHTO clear zone values are a function of design speed, traffic volume, and terrain.

ACTION: EOC approves the adoption of the AASHTO clear zone and curve correction tables for ramps at all speeds. Bridge Design Guide 6.06.02 will be revised.

The current standard curb height on structures is 8 in. A suggestion was made to the TRC by FHWA that we vary our bridge curb height depending on speed and the curb height on the approach. At lower speeds where sidewalk is exposed to traffic, we have preferred the higher profile curb as a deterrent to vehicle encroachment.

ACTION: Before acting on the recommendation to decrease the curb height from 8 in. to 7 in., Carlos Libiran will contact Dave Calabrese, FHWA, and discuss it further, especially to gain background on AASHTO's recommended 6 in. preferred, 8 in. maximum curb height.

3. New ROW Requirements and New ROW Process - C. Strzalka and C. Libiran

The requirements for preliminary and final ROW plans have changes as a result of a TransTIP Workshop. The process improves the ability of Real Estate personnel to meet project schedules, it reduces PE costs, and allows ROW activities to begin earlier in the design process.

ACTION: The new ROW process and requirements are approved. The Design Manual will be revised to include the new requirements. A training program will be implemented for department and consultant staff.

4. Research Report, *Development and Evaluation of the Lane Merge Traffic Control System at Construction Work Zones* - J. Grossklaus

The majority of safety hazards and resulting traffic crashes occurring in lane closure areas within a work zone are often due to drivers' aggressive behavior, including the "late lane merge phenomenon". In 2000, the department began a pilot study to determine the

effectiveness of the dynamic lane merge traffic control system (LMTCS). A research team from Wayne State University evaluated the applicability and effectiveness of the system to improving traffic flow and increasing work zone safety.

ACTION: EOC approves the research report for distribution and the action plan for implementation of the recommendations. Jeff Grossklaus will contact the Indiana DOT on their experience with applying the LMTCS on a three lane to two lane roadway reduction.

5. **Pavement Committee Review of Research (For Information Only) - D. Smiley**

The Pavement Committee held a special meeting on March 1, 2002, to review the final products/deliverables from six research projects. Their objective was to determine the appropriate implementation action based on each project's findings and recommendations. Dave briefly reviewed each project and the action taken by the committee.

EOC agrees with the actions of the Pavement Committee.

(Signed Copy on File at C&T)

Jon W. Reincke, Secretary
Engineering Operations Committee

JWR:kat

cc: EOC Members

Region Engineers

G. J. Rosine	R. J. Risser, Jr. (MCPA)	L. Stornant	T. L. Nelson
C. T. Maki	A. C. Milo (MRBA)	J. Ruszkowski	R. D. Till
R. J. Lippert, Jr.	J. Becsey (MAPA)	C. Libiran	M. Frierson
M. Nystrom (AUC)	D. Hollingsworth (MCA)	G. J. Bukoski	C. W. Whiteside
M. Newman (MAA)	J. Steele (FHWA)	K. Rothwell	T. E. Myers
J. Murner (MRPA)	K. Peters	T. Phillips	D. L. Smiley